

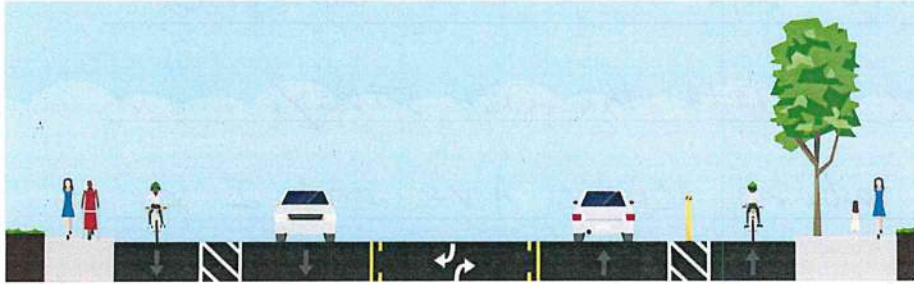
Public comments on Hayward Blvd

Comment cards from May 8 Public Meeting

Hayward Boulevard Feasibility Study

The City will be repaving Hayward Blvd between Carlos Bee Blvd and Farm Hill Rd. The current project has two components.

1. Proposed restriping plan



Restriping is proposed to help reduced speeds, which often exceed 45 mph. The proposed restriping includes one lane in each direction, with a buffer in the westbound (downhill) direction and separation in the eastbound (uphill) direction.

Based on feedback from the public, the City has identified opportunities to increase capacity in select areas. Mark if you support the following options:

Widen to 2 lanes westbound approaching Campus Ave	
Separate through and turning vehicles between Civic Ave and	
Uphill climbing lane east of Call Ave	
Other <i>I don't support restriping the lanes</i>	<i>X</i>

2. Proposed pedestrian improvements



The project will add new pedestrian crossings at several locations, including new crosswalks and flashing beacons. New sidewalks are also proposed near Civic Avenue. These are planned to be implemented in 2026. Please identify which of these you think are a priority.

1. Ped crossing between Parkside Dr and University Ct	
2. Ped crossing at Spencer Ln	<i>X</i>
3. Ped crossing at Farmhill Hill Rd	
4. New sidewalk near Civic Ave <i>I actually support all the proposed new crosswalks</i>	<i>X</i>

Hayward Boulevard Feasibility Study

Please provide any additional comments you have

I don't support removing a driving lane and have deep concerns over traffic congestion and safety despite the city study.

I live at a Condo on Hayward blvd above Civic Ave and I do see a lot of traffic on Hayward blvd, during commute hours, I prefer to see more focus on sidewalks and pedestrian crossings and adding traffic cameras at traffic light intersections to improve safety. I sometimes see cars speeding through red lights at Civic Ave Intersection.

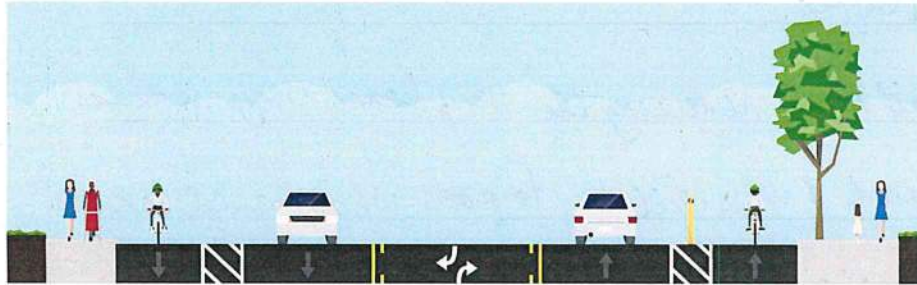
There are trucks and buses on Hayward blvd that cannot go with flow of traffic and will likely also create more longer traffic with cars behind them,

— Chris H

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1. Ped crossing between Parkside Dr and University Ct	✓
2. Ped crossing at Spencer Ln	
3. Ped crossing at Farmhill Hill Rd	
4. New sidewalk near Civic Ave	✓

Hayward Boulevard Feasibility Study

Please provide any additional comments you have

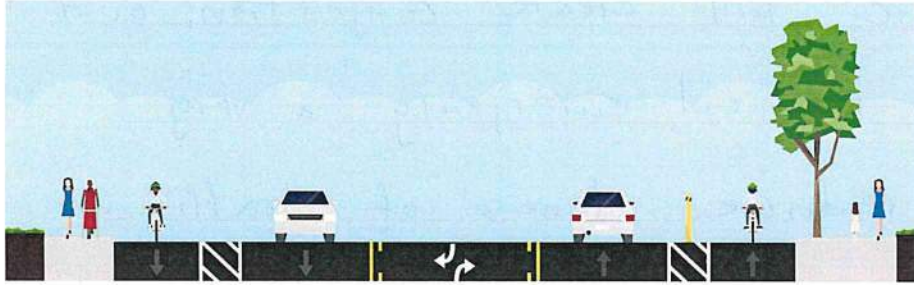
I would ask that you keep all 4 lanes of traffic.

1. Even though people do drive above the speed limit now, reducing the # of lanes may reduce the speed of some, but there will still be those who speed & who will try to pass which could lead to more accidents. I have seen & have had some close calls of head on collisions from people passing on Fairview & near Bailey Ranch. People will get frustrated if they are behind a truck or bus.
2. Concerned about emergency vehicles being able to get through to the neighborhoods or if there should be an accident on Hayward Blvd - or even someone with car trouble - how would cars get around?
3. Could the sidewalks be widened enough to allow for bicycles & pedestrians, instead of having separate bike lanes, still keeping the 4 lanes of traffic?
4. Should there be a fire or earthquake, reduced lanes will make it more difficult to evacuate - & for emergency vehicles to get through.
5. All lanes are well used, especially during commute hours. I can't imagine if everyone has to travel in single file - people will get impatient.

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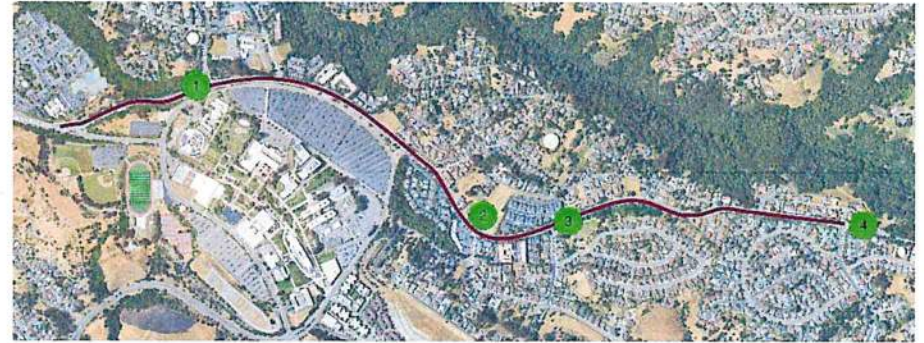


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Hayward Boulevard Feasibility Study

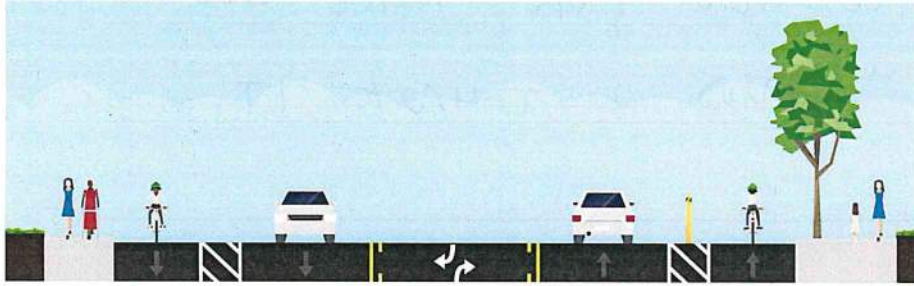
Please provide any additional comments you have

Eliminating two lanes of car traffic will create congestion and during emergency like fire or medical emergency a very dangerous situation. Do not reduce lanes of traffic.

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Hayward Boulevard Feasibility Study

Please provide any additional comments you have

I AM MOST CONCERNED WITH EVACUATION FOR FIRE OR DISASTER. WE LIVE IN A "TRAP" AND I THINK IT WOULD BE VERY DANGEROUS.

SECONDLY TRAFFIC CONGESTION IS A VERY REAL POSSIBILITY. THERE ARE SO MANY HOMES AND MORE WILL BE BUILT.

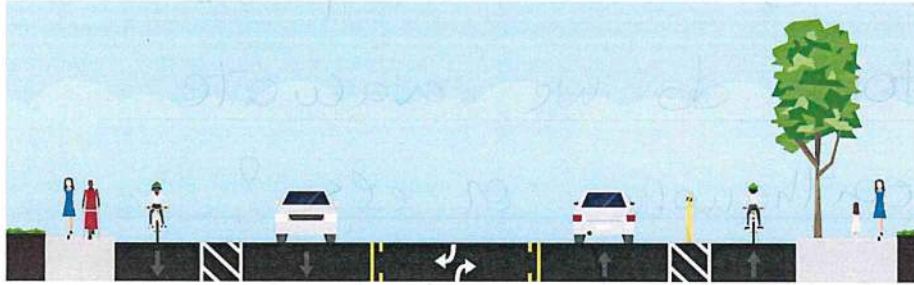
I DRIVE OFTEN HEAVY TRAILERS AND TRUCKS AND I WOULD BE CAUSE OF CONGESTION, WITH CARS POSSIBLY TRYING TO PASS ME IN A DANGEROUS WAY

DO NOT REDUCE THE NUMBER OF LANES!

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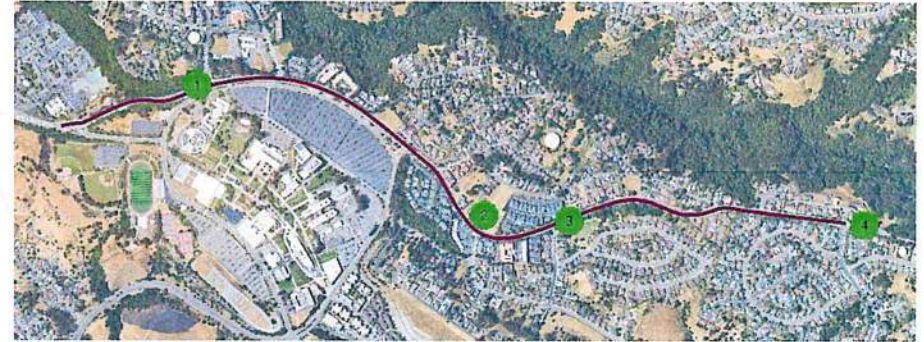


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DO NOT REMOVE ONE LANE : WE SHOULD KEEP 2
IS A SAFETY HAZARD.

Hayward Boulevard Feasibility Study

Please provide any additional comments you have

Do NOT REMOVE ONE LANE, We should keep 2
 for safety reasons. How do we evacuate
 in case of fire / earthquake or else?
 I would like to see the street and SIDEWALK
 repaved. Not the street realigned.

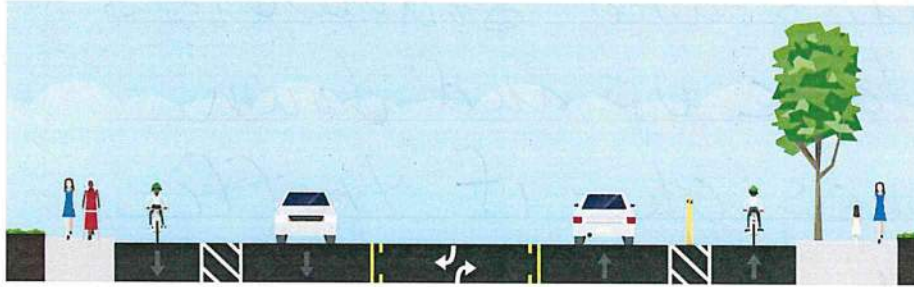
I say this as the mother of 2 kids
 that everyday bike to school @ Hayward TWIN OAK
 which is down the road. They USE THE SIDEWALK
 to bike down. JUST FIX THAT so that is
 safer / repaved and do NOT TOUCH THE LANES:
 WE NEED 2 !

Police

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Separate through and turning vehicles between Civic Ave and	<input type="checkbox"/>
Uphill climbing lane east of Call Ave	<input type="checkbox"/>
Other	<input type="checkbox"/>

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Hayward Boulevard Feasibility Study

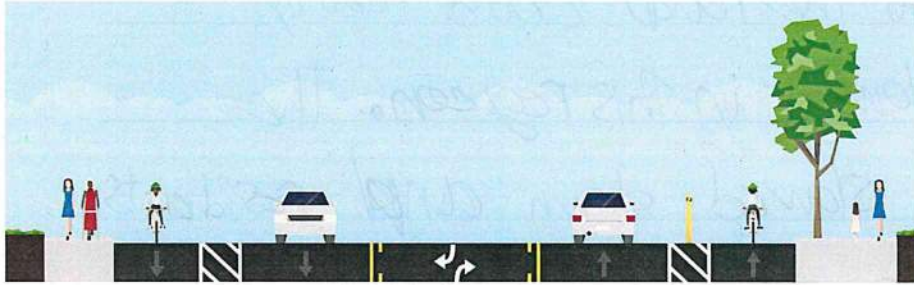
Please provide any additional comments you have

In favor of Crosswalks and sidewalks.
Not in favor of single lane up and down
Hayward Blvd. Bike lanes ok - if traffic
lane not taken away.

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Leonardo Sangalli

Hayward Boulevard Feasibility Study

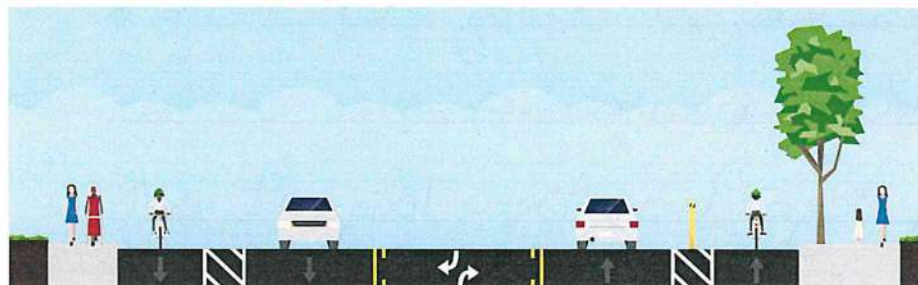
Please provide any additional comments you have

I think that any biker (I also bike up the road) could easily use the side walk as it is allowed in this region. The amount of cars that would be slowed down and residents put in danger don't compare to the amount of bikers. Also I think that with I bike people might also be trying to do risky passes especially with dump trucks that are more common in the summer. So it could make the road more dangerous in some ways.

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Hayward Boulevard Feasibility Study

Please provide any additional comments you have

I am concerned about emergency personnel not being able to reach residents in Hayward Hills in a timely manner.

Please provide a written study regarding how long it will take to evacuate the residents in the hills with 1, 2, 3 and 4 lanes. Please provide data regarding whether this proposed project will increase the amount of time that an evacuation would take.

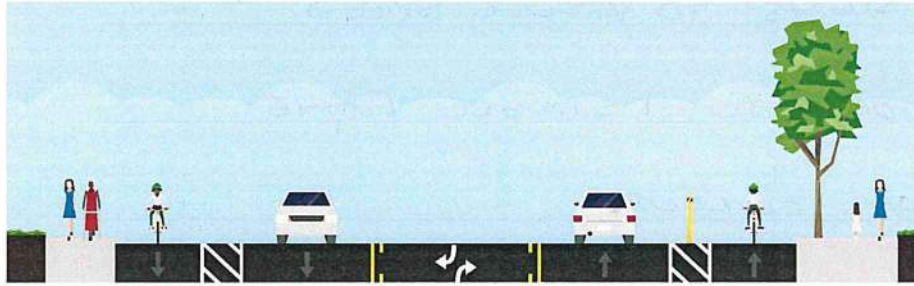
Please also provide expert analysis of the potential loss of life if evacuation times will be slower under the proposed project. Please also present all alternatives to taking away lanes on Hayward Blvd. It makes no sense to implement the project and just hope that Hayward Residents will be able to be evacuated in a timely manner without conducting appropriate studies.

Elgin & Brigitte Lowe
Lowes33@hotmail.com

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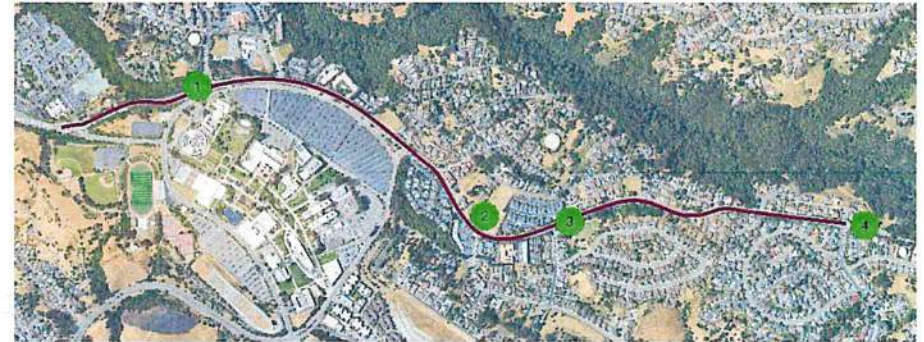


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Please provide any additional comments you have

TO REDUCE SPEEDS SIMPLY ADD STOP SIGNS TO REDUCE SPEED.

PLEASE DO NOT REDUCE 2 LANES DOWN TO 1 SINGLE LANE

WHICH I BELIEVE CREATES A EVALUATION BUILDUP.

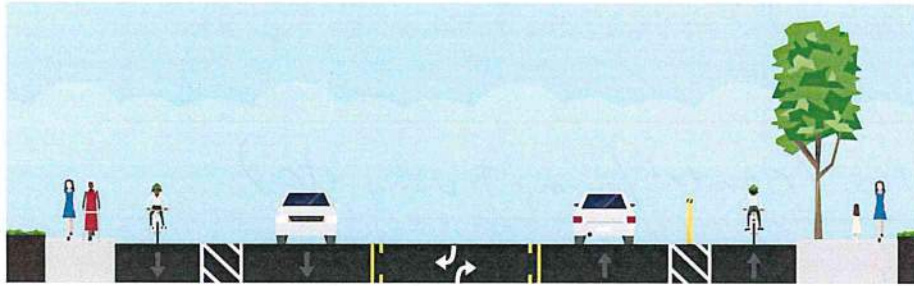
IF ABUS OR GARBAGE TRUCK BREAKS DOWN WHAT ALTERNATES

ARE AVIABLE. DURING COMMUTE HOURS THIS COULD BE HURTIDOUS.

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Separate through and turning vehicles between Civic Ave and	need 2 lanes
Uphill climbing lane east of Call Ave	and down as well
Other	see back

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Safety issues: Police/Fire/etc. will be delayed

Evacuations affected

Long delays behind construction vehicles (cement/dump Trucks etc.)

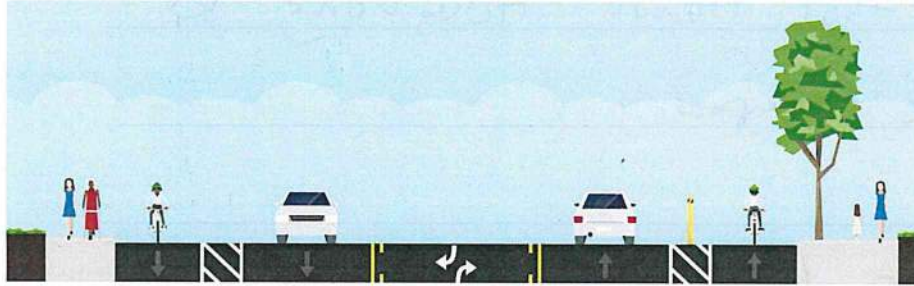
will negatively affect 1000's of residents on every trip up or down

Cal State EB commencement and other events will be gridlock

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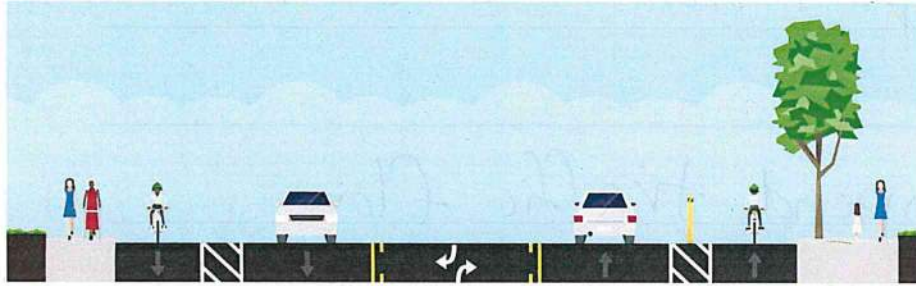
May 8, 2025
David McQuirk

- * Request Study to Assess Evacuation - # of Homes - How long to empty the Mountain homes above Campers.
- * Concern Bottleneck Rush hours.
- * Consider Slowing Down hill Traffic by Putting 4-Way Stop or Roundabout at Farmhill intersection
- * There will be more traffic when Middle School Opens - Was this considered?
- * There must be a way to slow traffic without removing lanes? ?

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I'm in absolute non-support for the current Hayward Blvd. proposal.

Rationale: One lane will impend traffic flow particularly in emergency situations.

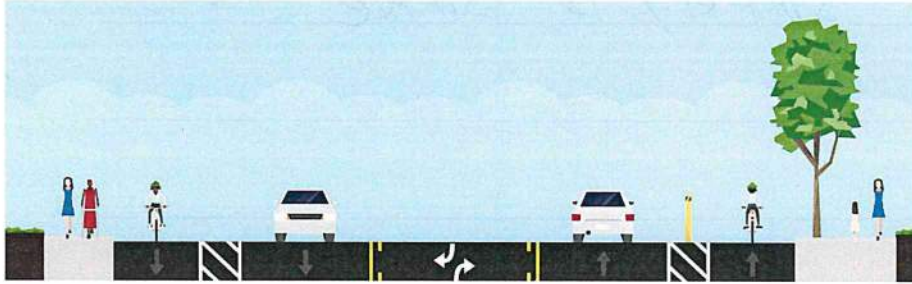
The rationale to reduce speed by the Hayward Blvd. proposal can be used in most situations, not just Hayward Blvd. Hayward Blvd. is a road used by many large commercial trucks, buses, etc.

A Question: Does the fire department on Hayward Blvd., support the Hayward Blvd. Feasibility study?

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Uphill climbing lane east of Call Ave	NO
Other	

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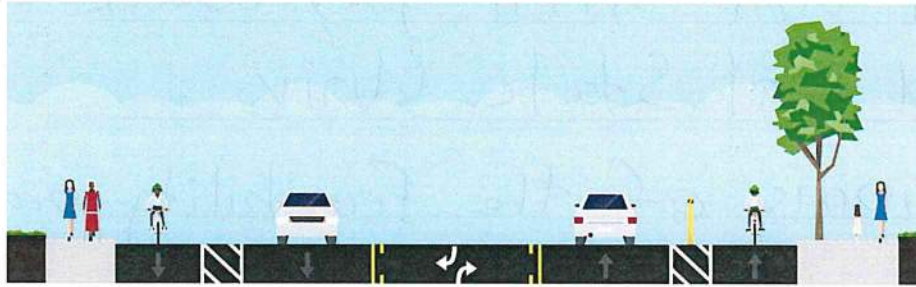
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Keep 4 Lane Road For Safety's Sake!!!

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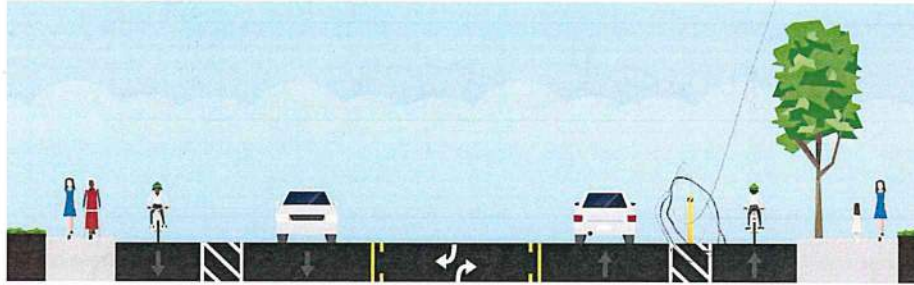
Please provide any additional comments you have

Use the funds to erect an anti-jay walk
along Hayward Blvd and Cal State Univ.
rather than the re-striping of the feasibility project

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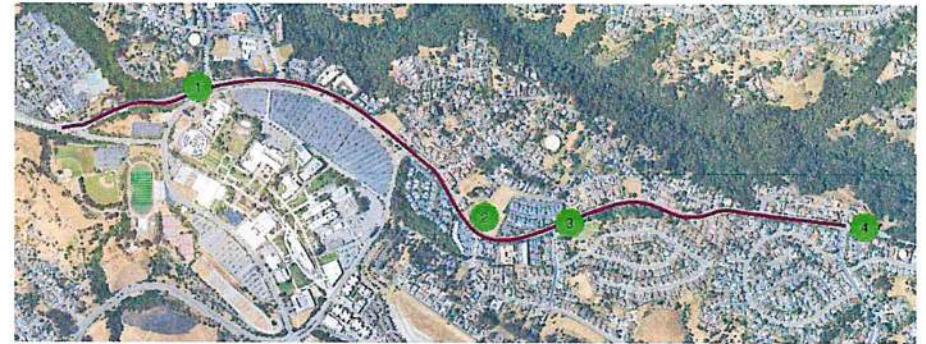


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Widen to 2 lanes westbound approaching Campus Ave	?
Separate through and turning vehicles between Civic Ave and Call Ave	?
Uphill climbing lane east of Call Ave	Yes
Other	

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1. Ped crossing near Parkside Dr (may be located west of identified location)	1
2. Ped crossing at Spencer Ln	4
3. Ped crossing at Farmhill Hill Rd	2
4. New sidewalk near Civic Ave	3

Hayward Boulevard Feasibility Study

Please provide any additional comments you have

- Bollards are an eye sore after they get plastic broken from being run over.
(E.I.) Campus Drive.
- ~~No~~ Barriers such as one Mission BLVD.
curbed planter

Public comments on Hayward Blvd

Emails Received after Feb 24 CIAC Meeting

Hugh Louch

From: Greg G <greg3451@gmail.com>
Sent: Thursday, February 27, 2025 1:11 PM
To: Hugh Louch
Subject: Hayward Blvd.

CAUTION: This is an external email. Do not click on links or open attachments unless you know the content is safe.

I participated in the Hayward Blvd. traffic studies in 2020 and 2021 and also attended the 2/26/24 meeting online.

The overwhelming opinion from the public at all meetings was that Hayward Blvd. should remain four lanes. Traffic and evacuation capacity are paramount.

I would like to further comment on several points:

- 1 - Re-paving is definitely needed; there are many potholes and the repairs from the recent water and sewer work were poorly done. On the uphill lane, near Call Ave., there has been water coming from a spring for many years. Repairs were made several times but the recent waterline work there has caused the water to return. A permanent solution should be done here before the new paving.
- 2 - There were several comments about pedestrian safety and students dashing across Hayward Blvd. to CSUEB. The crosswalks and signals at Campus Dr., Tribune Ave. and Civic Ave. handle most of the pedestrian crossings. There are still a few people running across between University Ct. And Parkside Dr.. Most of this is from the apartments where many residents park at the Campus due to insufficient spaces at the apartments. Another crosswalk could be warranted in this area.
- 3 - Bike safety is also an important issue. There were many comments about avoiding any more plastic bollards and also not taking away lanes. Option B in the presentation shows lane narrowing with unprotected bike lanes. This appears to be the best option by not taking away traffic lanes used by the vast majority and a small lack of comfort for the one or two cyclists that might use lanes each day. I am one of the few people who have actually ridden a bike up and down Hayward Blvd., I think a small, unprotected bike line will be more than adequate. I think there also should be consideration given for alternate routes. A bike lane could be provided on the Campus Loop road. With minimal improvements there could also be a connection from the Loop Road to Dobbie Ave., which could then extend a bike route up Skyline Dr. to the top of Hayward Blvd.. There is no room for a bike lane on Hayward Blvd. From Farmhill to Skyline and also from Barnrock to Bailey Ranch. Alternate routes should be emphasized.
- 4 - The intersection at Farmhill Drive and Hayward Blvd. is not addressed appropriately. The proposal with two lanes is totally unacceptable. The existing merge lane is deleted and with the stacked traffic in one lane it would be very difficult to enter from Farmhill Dr.. The presentation notes a potential traffic circle, which makes a lot of sense. The traffic management along this corridor is not consistent. The traffic light at Tribune does not appear warranted and has less traffic than Farmhill, as one example. A traffic circle and later stop signs were recently added at Woodstock Road and the traffic volume there is also lower than Farmhill. There are also 3-4 way stop signs at Barnrock Drive and Skyline Drive, both of which have lower traffic volumes than the Hayward Blvd - Farmhill intersection. The traffic study indicates speeds at this intersection are 5 to 6 mph over the limit. This is not accurate. Vehicles up and down the the hill are often going 60 to 70 mph. A traffic circle would slow this down. This would not have to be done with expensive concrete. If a traffic circle is not feasible at least a four way stop should be

added. It should also be noted that a pedestrian crossing at Farmhill and Hayward Blvd. Is not warranted, no one crosses here.

I am hearing that the new paving will be done this year but I hope a great deal more thought goes into the striping and signs that follow, before the work is approved

Greg Gillis

Hugh Louch

From: Linda Dalton <lindadalton138@yahoo.com>
Sent: Monday, March 3, 2025 10:28 AM
To: Hugh Louch
Subject: Hayward Blvd Proposal

CAUTION: This is an external email. Do not click on links or open attachments unless you know the content is safe.

Dear Mr. Louch,

I received a letter describing proposed changes to Hayward Boulevard above Cal State East Bay, but was not able to attend the meeting on February 26. Here are my comments:

- The repaving is definitely warranted, as there are many potholes and cracks in the asphalt.
- The bike lanes are a mystery. We have lived in the area since January 2007 and have never seen anyone riding a bicycle above Cal State East Bay to Farm Hill Drive or higher. The road is extremely steep, and simply not usable for anyone except a very athletic bike rider. It is dangerous for downhill bicycles as well as uphill riders. Even an electric bike could be difficult on this hillside.
- Because the hill is so steep, two uphill lanes are really necessary as some vehicles are very slow and impede other uphill traffic that needs access to pass.

On a related note, the changes in the downhill section of Carlos Bee Boulevard at the intersection with Mission Boulevard are already causing serious backups because downhill traffic waiting to cross Mission Boulevard impedes other downhill traffic from entering the left turn lanes onto Mission. As the left turn signal turns green before the through signal, this causes serious congestion. It would have been very easy to maintain the pre-existing right turn lane and two through lanes to permit left turners to enter the left turn lanes.

I sincerely hope that the City will consider the traffic congestion and other hazards that would result from these changes. It seems like a waste of precious public funds to allocate so much to a project that is not necessary because there is no demand for it.

Thank you for your time.

Linda Dalton
370 Drummond Drive
Hayward, CA 94542

Hugh Louch

From: Mohammed Faiyaz <mohammed@appmateng.com>
Sent: Sunday, March 2, 2025 1:59 PM
To: Hugh Louch
Subject: Hayward Blvd. Feasibility Study

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Mr. Louch:

I have been a resident of Skyline Drive for over 25 years and received the meeting flyer. Unfortunately, I was unable to attend. Here are my comments:

1. Drivers heading uphill on Hayward Blvd often make U-turns at the Civic Ave intersection, creating a hazard for vehicles accelerating uphill.
To improve safety, a no U-turn sign should be installed at this intersection.



2. When exiting Bonfare Market onto Hayward Blvd, install a "No Left Turn" sign and extend the curb. I've witnessed numerous drivers making left turns despite the restriction.



3. Thousands of homes have been constructed in the Bailey Ranch and Stonebrae areas, leading to a substantial increase in traffic over the past 25 years. At no stage in the feasibility plan should a two-lane road be reduced to a single lane.
4. The proposed crosswalk in front of the campus parking lot near Parkside Drive is not advisable. There are existing crosswalks at traffic lights on both sides of Parkside Drive along Hayward Blvd. Adding another crosswalk could contribute to increased traffic congestion.
5. Install a beacon crosswalk near Vista Bahai. I walk in this area frequently, and there's no safe place to cross.



6. Replace the three-way stop at the intersection of Skyline Drive and Hayward Blvd with a roundabout. Many drivers, especially those speeding downhill, ignore the stop sign. Despite multiple reports to the police, the issue persists.

A roundabout with a beacon crosswalk would improve safety for pedestrians.



7. This comment extends beyond the feasibility study. The lane reduction on Hayward Blvd at Mission Blvd is causing substantial traffic congestion during peak commute hours.



I hope my balanced input contributes to a safer environment for both pedestrians and drivers while keeping traffic flow uninterrupted.

980 41st Street, Oakland, CA 94608
(510) 420 8190 ext.26 | www.appmateng.com

Hugh Louch

From: Porfirio Peralta <porfstack@yahoo.com>
Sent: Tuesday, March 4, 2025 4:55 PM
To: Hugh Louch
Subject: Hayward Blvd repaving

CAUTION: This is an external email. Do not click on links or open attachments unless you know the content is safe.

Good afternoon Hugh. I've seen the email sent out about the Hayward Blvd. Repaving and it will not benefit the residents of those neighborhoods to choke down the street to one lane. Just between Mission and Soto the driving has become more erratic and dangerous with the choking down of those two lanes up and down the hill. I do appreciate the speed bumps at the round about to coax people to slow down. I haven't spoken to a single resident that approves of the proposed changes, the dangerous and aggressive driving seen on Orchard will be expanded to all of the hillside up to Farmhill Road. As we are seeing in San Francisco, many of these 'bicycle friendly' lanes are being removed as they do not benefit the neighborhoods as a whole. I do agree with proposed lighted crosswalks for the safety of pedestrians crossing across Hayward Blvd. as statistics show they do increase safety and driver awareness for people crossing the street but dedicated bike lanes will certainly cause dangerous driving and passing as people will become increasingly aggravated at the volume of traffic bottlenecking the access to all the neighborhoods up and down the hill. Also with the proposed moving of Brett Harte Middle school to campus Ave. There will now be 3 schools on the hill with a single lane of access for the increased traffic all choked down to a single lane will negatively impact the entire hillside.

[Yahoo Mail - Email Simplified](#)

Hugh Louch

From: Karl Royer <kroyer49@gmail.com>
Sent: Monday, March 3, 2025 5:52 PM
To: Hugh Louch
Subject: hayward blvd feasibilty study

CAUTION: This is an external email. Do not click on links or open attachments unless you know the content is safe.

Mr. Louch,

I have reviewed the feasibility study for Hayward blvd. It appears that the city is attempting to install a bike lane (LMFAO) uphill? I have lived in Hayward since 1998 and i have not seen more than a 100 people riding a bike up the hill, most cyclists ride up fairview and coast down the blvd., exceeding car traffic speeds

The City should be widening the road and to make it less hazardous and install overhead walkways above the blvd for pedestrian traffic.

If you pursue this you'll be back in 20 years (see mission blvd) rippling up all the useless bike lanes that nobody uses and will not, no matter how many you build.

I am retired and have much better things to do than waste time in your meetings....however if the City is truly considering something this stupid?, i will have little choice. In closing please forward:

- any agreements you have with Cal State Hayward for traffic control and compensation
- All grants associated with, federal, State of local governance
- Any guidelines set forth by the; State, ABAG, Alameda County of the City of hayward itself related to traffic policies

I look forward to your response,

Karl Royer

Hugh Louch

From: Peter Freimanis <peter.freimanis@gmail.com>
Sent: Sunday, March 30, 2025 9:36 AM
To: Hugh Louch
Subject: Chock uphill community access to Hayward and lengthen commutes

CAUTION: This is an external email. Do not click on links or open attachments unless you know the content is safe.

Good morning Hugh

The recent changes in this corridor seem to have the intention to lengthen commutes of up hill residents and choke them out of access to downtown Hayward with likely small and large businesses impact

But I do endorse your proposal to add pedestrian crossings in this area
They would improve pedestrian safety by allot especially at night

I would suggest keeping 2 lanes each direction and adding lane markings that highlight the possible presence of bikers

And I endorse completing sidewalks for the safety of pedestrians

I have not seen a single biker in this section though in the 5 years I've lived in the area. It is impractical to access the up hill area via bike for commute purposes.

An increase of bus lines might be an idea but I don't have data regarding usage of the existing lines

Lighting increases in this area which is currently dark at night would definitely improve usability by allot too

To encourage biking in Hayward a larger and much more expensive master plan is required, many down streets are currently better designed to kill bikers and make it extremely hazardous for them to get to desired locations

The sever disrepair of orchid ave increases noise for local residents and is not bike friendly

An the lack of sidewalks endangers pedestrians

A pedestrian crossing in that area would also be helpful

Best regards

Carl

Hugh Louch

From: lisa hammond <lshammond@hotmail.com>
Sent: Saturday, April 19, 2025 2:27 PM
To: Hugh Louch
Subject: Hayward Blvd Proposed Plans

CAUTION: This is an external email. Do not click on links or open attachments unless you know the content is safe.

Hello,

Thank you for the opportunity to comment.

My concern is traffic speed and the killing of animals. Coming up toward Cal State East Bay on Campus Drive there are now barriers for pedestrians and bicyclists. However, I virtually never see either on the road, except waiting at the busstop on Campus Drive and Hayward Blvd. Instead I see the green posts being knocked around until they are an eyesore. And I still see dead animals often. So the post barrier is not viable and serves no one.

The next phase from Cal State East Bay to Civic needs to stay as two lanes, but a continuous actual sidewalk would be an improvement. I do see pedestrians in that corridor.

The portion from Civic to Farm Hill could be one lane, with garden landscape barriers (not those green posts), so long as the landscaping can be maintained.

There is no need for traffic circles at Farm Hill and Bailey Ranch. I live off of Farm Hill, and there is never an issue getting on to Hayward Blvd. Save the expense.

And having a bike lane coming up the hill beyond Cal State East Bay is a joke - I have lived here for decades, and have NEVER actually seen a bike on this stretch. It gets too steep for anything but an athlete or an electric bike. I travel the road daily, and at different times, and there are simply no bikes on it. You could say that 'if we build it, they will come', but that would be a question for a student or household survey.

I suggest to cut speed that you install video ticketing, so that anyone exceeding the speed limit by more than 5 MPH gets a ticket. That is the only effective way to slow cars down. The flashing signs only work for the conscientious driver who may inadvertently creep a few miles over the speed limit. We are not the problem. Video ticketing is needed especially at night when cars speed (and even race) without regard for the animals that come out (deer, skunk, cats, even dogs).

I'd be happy to discuss further; thanks for listening.

Best wishes,

Lisa Hammond
27937 El Portal Drive
Hayward, CA 94542

Hugh Louch

From: Sandhya Koppikar <sandhya_koppikar@yahoo.com>
Sent: Tuesday, May 6, 2025 11:14 AM
To: Hugh Louch
Subject: Hayward Blvd Feasibility Study

CAUTION: This is an external email. Do not click on links or open attachments unless you know the content is safe.

Hi Hugh,

I may not be able to attend the My 8 public meeting. I will provide my comments and concerns here.

I live in the Highland area, near Stonebrae Elementary School. To leave the area, it's a one lane road going west, till the Farm Hill Road cross street. Then it becomes 2 lanes in each direction. Additionally, it's a one lane road in each direction, from Fairview Ave through Five Canyons to reach Castro Valley Blvd.

I am already concerned with evacuation procedures from the Stonebrae, Bailey Ranch, and Prominence neighborhoods if there is natural disaster/emergency, such as a wildfire. In hindsight I see that this was not fully thought out in the Stonebrae neighborhood. I already can see that we would be trapped and in a long line of traffic, as residents try to get to safety.

If bike lanes are incorporated into Hayward Blvd from Lewis Park to Mission Blvd, I think that it would be worse; an additional (huge) safety risk if an immediate evacuation is required. As we know, Hayward Blvd from Lewis Park is already a one to two lane road with pot holes. I have visions of paradise city. I don't agree with the city's proposal.

What is the city's evacuation plan? How does the city propose to keep residents are safe during emergency/evacuation situations. These are very important things to consider.

Thank You for hearing me. Let's keep safety at the forefront.

Best Regards,
Sandhya Koppikar

Sent from my iPhone

Hugh Louch

From: Alex Ameri
Sent: Friday, May 9, 2025 7:46 AM
To: Albert Ho
Subject: RE: Concerns Regarding Hayward Blvd Lane Reduction Plan

Hello Mr. Ho,

Thank you for your email expressing your thoughts and concerns re the subject. I'll share it with the project manager and other staff, and ask them to keep you informed of future development of the project.

Thanks,
Alex

Alex Ameri, P.E.
Director of Public Works
Public Works & Utilities Department
City of Hayward | 777 B Street | Hayward, CA 94541
Phone: 510.583.4720 | Email: alex.ameri@hayward-ca.gov



From: Albert Ho <albertmho@gmail.com>
Sent: Friday, May 9, 2025 7:35 AM
To: Alex Ameri <Alex.Ameri@hayward-ca.gov>
Subject: Concerns Regarding Hayward Blvd Lane Reduction Plan

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Dear Alex Ameri,

I am writing to voice significant concerns about the proposed reduction of Hayward Blvd from four lanes to two. The absence of a study assessing the impact on emergency evacuations is alarming, especially given the existing constraints on this critical roadway.

Currently, Hayward Blvd near Stonebrae Elementary School is limited to a single lane, which already causes substantial traffic congestion during school drop-off and pick-up times when 600 students converge. This serves as a stark example of the chaos that could ensue if the entire boulevard is reduced to two lanes. In emergencies such as hillside fires or earthquakes, with only one road out of the area, thousands of residents could face dangerous delays in evacuating.

I strongly urge the city to conduct a thorough study to evaluate evacuation risks before proceeding. The single-lane section near Stonebrae clearly demonstrates the potential for gridlock, and we cannot afford to compromise public safety.

Thank you for addressing this critical issue. I look forward to your response and a transparent discussion on ensuring safe evacuation routes.

Sincerely,

Albert Ho

28823 Bailey Ranch Rd

Hayward, CA 94542

Hugh Louch

From: Alex Ameri
Sent: Thursday, May 8, 2025 10:08 PM
To: Vik
Subject: Re: [Bailey Ranch Google Disc Group] Hayward Blvd. Lane Elimination Project

Hi Vik,
Thank you for your comments. I'll share them with the project manager and other staff.
Thanks,
Alex

Alex Ameri, P.E.
Director of Public Works
Public Works & Utilities Department
City of Hayward | [777 B Street | Hayward, CA 94541](#)
Phone: [510.583.4720](tel:510.583.4720) | Email: alex.ameri@hayward-ca.gov



On May 8, 2025, at 9:41 PM, Vik <vpjain786@gmail.com> wrote:

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Hello Alex,

I am not in favor of converting 4 lanes into 2 lanes because I believe a thorough assessment of evacuation feasibility is necessary in the event of a fire or other natural disasters. We have faced severe issues on the 5 canyon side, which currently has 2 lanes, where cars with problems or those going below 20 miles per hour can start blocking traffic. Please guide me to where I can vote and express my concerns about this change.

Thanks

Vik Jain, PMP, MBA, CSM
Mobile: 415-963-2203
[Vik's LinkedIn Profile](#)

----- Forwarded message -----

From: **Elgin Lowe** <lowes33@hotmail.com>
Date: Thu, May 8, 2025 at 6:50 PM

Subject: [Bailey Ranch Google Disc Group] Hayward Blvd. Lane Elimination Project

To: baileyranch@googlegroups.com <baileyranch@googlegroups.com>

Hi,

I just went to a meeting at Cal State East Bay about the Hayward Blvd project where the city plans to reduce the lanes on Hayward Blvd from 4 lanes to 2. They have not done a study to determine whether we will all be evacuated in an emergency after the lanes have been reduced. Please write comments and concerns to Alex.Ameri@Hayward-ca.gov.

Thank you,

Brigitte

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Hugh Louch

From: Alex Ameri
Sent: Thursday, May 8, 2025 10:06 PM
To: Raul Galano
Subject: Re: Hayward Blvd

Hi Raul,
Thank you for your comments. I have received them and will share them with staff.
Thanks,
Alex

Alex Ameri, P.E.
Director of Public Works
Public Works & Utilities Department
City of Hayward | [777 B Street | Hayward, CA 94541](#)
Phone: [510.583.4720](tel:510.583.4720) | Email: alex.ameri@hayward-ca.gov



On May 8, 2025, at 9:27 PM, Raul Galano <raulg28866@yahoo.com> wrote:

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Hello Alex,

My family lives at Bailey Ranch.

Unfortunately we couldn't make it to the meeting tonight.

However, we are ALL concerned about the lane reduction as proposed.

If the plan is to have bike lanes, that's just a waste because most of the riders we know do not ride on Hayward Blvd because of the steep grade; going up and going down. They told us they ride through the residential area and loop out or enter via the Bon Faire street. We have lived up here for over 23 years; I have only observed a handful of bikers. And they're all speeding and not slowing down on those traffic lights.

If the issue is speeding, drivers will still go over the speed limit if the vehicles in front of them are not observing the posted limit so they'll follow those ahead of them. Obviously if the speeder is leading the pack, they'll just go over the limit anyways. I propose putting speed bumps. Those added on Fairview have significantly helped as well those inside Stonebrae.

Reducing the number of lanes would cause delays which will add to CO emissions.

These delays will also force commuters already late to drive even faster to cut in front of other drivers leading to potential accidents.

In 2021, when this bad idea first surfaced, we were surprised to hear that the fire department had NOT been consulted. The firemen are concerned about their response time in emergencies.

Lastly, a lot of big trucks travel on this road. All it takes is one of those to stall and a BIG traffic jam will result.

It already happened a few weeks ago. A delivery truck stalled in front of Stonebrae Elementary school before 5 am and those coming from Bailey Ranch (and those coming from down the hill) were stuck for a long period.

For me, it was around 5 am so I was able to backup all the way back to the Bailey Ranch intersection and detour via Promenace.



The reduced lane at the corner of Carlos Bee and Mission (heading towards Orchard) is a clear example of a bad idea. If it's supposed to be a bike lane, I don't see any bikers using it. And it certainly could cause more accidents for those who need to turn right on Mission Blvd heading north.

Sent from my iPhone

Hugh Louch

From: Alex Ameri
Sent: Thursday, May 8, 2025 8:30 PM
To: Hugh Louch; Byron Tang
Subject: Fwd: Hayward Blvd. Proposed Traffic Change

FYI—

Alex Ameri, P.E.
Director of Public Works
Public Works & Utilities Department
City of Hayward | [777 B Street | Hayward, CA 94541](#)
 Phone: [510.583.4720](tel:510.583.4720) |  Email: alex.ameri@hayward-ca.gov





Begin forwarded message:

From: Alex Ameri <Alex.Ameri@hayward-ca.gov>
Date: May 8, 2025 at 8:28:45 PM PDT
To: Mary Ann Perini <maryannperini@gmail.com>
Subject: Re: Hayward Blvd. Proposed Traffic Change

Thank you Ms. Perini. I appreciate your thoughtful comments.

Thanks,
Alex

Alex Ameri, P.E.
Director of Public Works
Public Works & Utilities Department
City of Hayward | [777 B Street | Hayward, CA 94541](#)
 Phone: [510.583.4720](tel:510.583.4720) |  Email: alex.ameri@hayward-ca.gov



On May 8, 2025, at 8:05 PM, Mary Ann Perini <maryannperini@gmail.com> wrote:

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I have been remiss in providing my input to the City of Hayward regarding the proposed traffic changes to Hayward Boulevard.

I encourage that:

A. single lane from Farm hill Drive to Civic Avenue is appropriate as long as

1. lanes may be expanded (changing a bike/pedestrian lane to a vehicle lane) in an emergency, such as wildfires.
2. Bike/pedestrian lanes may easily be used by first responder's emergency vehicles, such as ambulances, police, fire, etc.

B. From Civic Avenue to Mission Boulevard

1. shall remain 2 lanes in each direction due to heavily populated neighborhoods
2. Paint bike symbols on each slow lane notifying drivers they must share the road with bicycles.

Thank you for the opportunity to provide feedback.



Mary Ann Perini

Bailey Ranch Neighborhood.

Hugh Louch

From: Alex Ameri
Sent: Friday, May 9, 2025 2:39 PM
To: Hugh Louch
Cc: Byron Tang
Subject: Fwd: Critical Need for Emergency Planning on Hayward Blvd Lane Reduction

FYI—

Alex Ameri, P.E.
Director of Public Works
Public Works & Utilities Department
City of Hayward | [777 B Street | Hayward, CA 94541](#)
 Phone: [510.583.4720](tel:510.583.4720) |  Email: alex.ameri@hayward-ca.gov

Begin forwarded message:

From: Dustin Claussen <Dustin.Claussen@hayward-ca.gov>
Date: May 9, 2025 at 1:48:05 PM PDT
To: Alex Ameri <Alex.Ameri@hayward-ca.gov>
Subject: FW: Critical Need for Emergency Planning on Hayward Blvd Lane Reduction

FYI.

Thanks,
Dustin

From: Albert Ho <baileyranchhayward@gmail.com>
Sent: Friday, May 9, 2025 1:02 PM
To: Mark Salinas <Mark.Salinas@hayward-ca.gov>
Cc: List-Mayor-Council <List-Mayor-Council@hayward-ca.gov>
Subject: Critical Need for Emergency Planning on Hayward Blvd Lane Reduction

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Dear Mayor Salinas,

I am deeply concerned about the proposed reduction of Hayward Blvd from four lanes to two, given the lack of a study assessing its impact on emergency evacuations. Hayward Blvd is the primary egress route for our hillside community, where limited means of escape make lane reductions a serious public safety issue requiring meticulous planning.

The single-lane section near Stonebrae Elementary School already causes significant traffic jams during school drop-off and pick-up, with 600 students converging. This highlights the potential for catastrophic gridlock if lanes are reduced further, especially during emergencies like wildfires or earthquakes, when thousands of residents must evacuate via one road. While bike lanes promote safety and sustainability, they must not jeopardize our ability to escape in a fire-prone, seismically active region.

I urge the City of Hayward to:

1. Conduct a comprehensive evacuation study, modeling traffic and emergency response times, before proceeding.
2. Engage the Hayward Fire Department, police, and other emergency personnel to develop a well-thought-out plan ensuring safe evacuations and access.
3. Hold public forums to incorporate community concerns and ensure transparent planning.
4. Explore alternatives, such as adding bike lanes without reducing car lanes or using nearby streets for cycling, to preserve Hayward Blvd's capacity.

Hillside communities like ours demand rigorous consideration due to limited egress. By involving emergency experts and residents, the city can balance sustainability with safety. I appreciate your consideration and look forward to your response.

Sincerely,

Albert Ho

28823 Bailey Ranch Rd

Hayward, CA 94542

Hugh Louch

From: sara schupack <sara.schupack@gmail.com>
Sent: Wednesday, February 26, 2025 1:35 PM
To: Hugh Louch
Subject: Hayward Blvd

CAUTION: This is an external email. Do not click on links or open attachments unless you know the content is safe.

Greetings,

I wanted to respond to the plans for Hayward Blvd.

I love the idea of more crosswalks! I think an actual traffic light would be great at Spencer lane, with a turn arrow for drivers turning into that street from Hayward Blvd and the other way around.

This is a very dangerous corner. I see families with young kids or dogs running for their lives to get across Hayward Blvd to the park.

I've also been almost hit by cars a few times when crossing Spencer Lane with my dog. Drivers are so intent on and anxious about crossing Hayward Blvd that they don't even notice us!

I think the bike lane would be a very big, potentially dangerous, mistake. The drivers who are already impatient and aggressive would only get more so with one lane of traffic. I see a lot of tailgating and running of red lights as it is. This would also make it very difficult for drivers who are trying to get across Hayward Blvd from side streets and/or driveways.

Thanks,

Sara Schupack

26937 Hayward Blvd, # 108

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In Community